TOPICS OF THE DAY IN WALL STREET

St. Paul Selling Suggests Campaign of Skilful Distribution.

ALL JUNE EQUALLED WITHIN THREE DAYS

"Mop" Plan Is Out—Gold Loan Holders to Give Up Their Iron Mountain Stock.

For months the St. Paul had not been earning its dividend. Every one knew that. But what every one did not know was whether or not it was going to be paid. If it happened that last Thursday the decision had been made to reduce or pass it, and no one but a few of the "insiders" had known of it, the stock might have behaved very much as it has done. Barring that, there is no evident explanation of the selling in three days—Friday, Saturday and yesterday—of more shares than were sold in the whole twenty-six business days of June, of a drop of more than 10 points in the price and of patent activity by so-called "Standard Oil brokers" in pressing the stock on the market.

Skilful Distribution.

A suspicious man who had followed the transactions in St. Paul stock through June might reasonably have looked for something very like what has occurred in these opening days of July. The published earnings of the company and the known state of business in the railroad's territory would probably have kept him from confusing distribution with accumulation; and if he had been diverted from the trail by the red herring of foreign selling his inference might have been that as soon as the market showed signs that it could no longer take reasonably the selling of St. Paul it would have to take it unreasonably. It would not need knowledge that the dividend was to suffer at the latter end of this month to bring about such skilful selling as seems to have been done in June. Familiarity with the company's business and shrewd foresight alone would have made unnecessary actual knowledge of what is to happen to the dividend. But with knowledge to help, these alternations of heavy and light selling where the delicate price structure was carefully maintained could have been dictated as well by prudence as by courage.

St. Paul's Traffic.

Measured in tons, the principal traffic of the St. Paul is in the products of mines—ores and coal; next come the products of agriculture. After that comes lumber, and manufactured goods fourth. A year ago there were 6,000,000 tons of lumber and 5,700,000 tons of manufactures carried on the St. Paul's lines. But in the latest fiscal year, though the complete figures are not yet obtainable, both these items showed a heavy falling off, and doubtless others suffered as well, though not proportionately. In 1915 the lumber industry in the Northwest had a big setback, and manufacturing in that region, in common with the rest of the country, was reduced below normal largely as a result of the war. Imports from the Orient, of which the St. Paul carries a considerable proportion, have suffered a falling off.

Thoroughgoing Reorganization.

The Missouri Pacific readjustment plan, necessarily voluminous because of the thoroughgoing reorganization purposed for the system and its finances, promises, if carried through, to put the system into a position where it can compete with other roads on fair terms for a traffic that is rapidly growing. As was stated some time ago, all the cash which is to be raised will be derived from an assessment of $50 a share on the Missouri Pacific stock. This will bring in $41,419,792, with which cash will be paid off $24,845,000 of extended notes and $3,861,000 of equipment trusts, and leave $12,713,792 for capital adjustments, new working capital and the expenses of the drastic surgical operation. There is a hint in the plan that a syndicate will be formed by Kuhn, Loeb & Co. to underwrite the undertaking.

Their Alternatives.

The 5 per cent refunding bondholders will have to surrender their mortgage, as was expected, and the 4 per cent gold loan bondholders will have to give up their collateral, the Iron Mountain stock. Both will receive either preferred stock or income bonds. In any event, their lien on the property will be not junior to any lien that comes after them now, and while they will lose their present character as bondholders if they are given preferred stock, they will be in a better position to see the charges that will have to be paid before they get their dividends will be less than the charges that now stand between them and their interest. If there is opposition to the new plan on the part of either class of bondholders it is likely to come from the 4 per cent gold loan, because the 5 per cent bondholders will probably be well satisfied to get out of their blind alley. The gold loan bondholders will not easily let go so tangible an asset as the Iron Mountain stock. For them, however, there is a reminder in the Rock Island collateral bondholders' plight of what it means to foreclose on collateral of such a character. The Rock Island collateral bondholders of other days are now the owners of the road, but it has cost them much to get the money to finance it. Holders of the Missouri Pacific gold 4s would get the Iron Mountain, which is barely earning its fixed charges and which has a very heavy funded debt, and they would lose some of the benefits of the Missouri Pacific reorganization. They would simply become common stockholders of a road which would have to be reorganized itself and which would have to raise a great deal of fresh capital.

Speculating Directors.

To judge from the comment on several recent happenings in the stock market, the relation between director and stockholder has changed with the changing times. It is no longer representative and constituent, but vendor and vendee. But as yet there is no prospect of any law to prevent the adoption of a plan recently suggested. This is to compel directors to report to the secretary of their company any changes in their holdings within twenty-four hours, and to have the secretary's record in such cases open to stockholders, with a penalty making them criminally liable for failing to do so. It is to all stockholders.

Tail Wagging the Dog.

In the eleven months ended with May Missouri Pacific's gross fell off $1,628,042, compared with the corresponding period of a year ago, but net earnings were $1,019,917. The Iron Mountain's gross decreased $3,086,408 and its net $2,695,581. Declines such as these, however, are not peculiar to these two roads. On the contrary, it is increases in gross and net in the fiscal year just ended that are remarkable among railroads. Obviously such conditions will not be permitted to run on indefinitely. The railroads play too important a part in the country's economic life not to have relief given to them in some form or other. If business does not increase, rates, almost inevitably, will have to. Meanwhile, the comparison between the Iron Mountain's earnings and those of the Missouri Pacific is significant. Formerly it was the Iron Mountain that was the backbone of the Missouri Pacific. From the 443,496 shares the Missouri Pacific owned it has derived a handsome income in dividends. But in the year just ended the Iron Mountain earned very little over its fixed charges. Of course, the time will come again when the Iron Mountain will be of direct financial as well as strategic use to the Missouri Pacific. If the latter then can maintain its earnings in the same ratio to the Iron Mountain's as now exists its future should be a bright one.

LONDON'S SALES TO U. S.

Exports in Last Six Months Amount to $70,616,024.

[From The Tribune Bureau.]

Washington, July 6.—The total value of exports to the United States as invoiced through the London Consulate General the first six months of 1915 was $70,616,024, against $63,877,681 for the same period last year, according to a cable message from Consul General Robert P. Skinner. The total for June, 1915, was $11,812,535, against $13,194,559 in May.

Items of export for the six months were: Rubber, $23,508,251, against $18,182,848 in the first half of 1914; wool, $5,013,100, against $2,865,270; tin, $5,285,902, against $7,065,169; precious stones, $3,476,167, against $3,833,858; tea, $1,507,059, against $1,691,105.

STOCKS IN OTHER CITIES.

BOSTON STOCKS.

MINING.

Sales.		Open.	High.	Low.	Last.
[illegible]	Adventure	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Ahmeek	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Allouez	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Arizona Com	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Calumet & Ariz	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Calumet & Hec	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Copper Range	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	East Butte	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

RAILROADS.

Sales.		Open.	High.	Low.	Last.
[illegible]	Boston Elev	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	West End St Ry pr	[illegible]	[illegible]	[illegible]	[illegible]

MISCELLANEOUS.

Sales.		Open.	High.	Low.	Last.
[illegible]	Amoskeag	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

BONDS.

Sales.		Open.	High.	Low.	Last.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

BOSTON CURB CLOSING.

	Bid.	Ask.		Bid.	Ask.
Bay St Gas	15c	[illegible]	Mex Metals	20c	26c
Bingham	[illegible]	[illegible]	Nev Douglas	30c	3½
Bohemia	[illegible]	[illegible]	New Baltic	40c	45c
Boston Ely	[illegible]	[illegible]	Ohio Copper	17c	19c
Calaveras	[illegible]	[illegible]	Oneco	1	1¼
Chief Cons	[illegible]	[illegible]	Utah Metals	4⅜	4¾
Majestic	[illegible]	[illegible]	U Verde Ex	4½	4⅞

PHILADELPHIA STOCKS.

Sales.		Open.	High.	Low.	Last.
[illegible]	Am Milling	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Cambria Iron	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Cambria Steel	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

BONDS.

Sales.		Open.	High.	Low.	Last.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

BALTIMORE STOCKS.

Sales.		Open.	High.	Low.	Last.
[illegible]	Cons Power	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

BONDS.

Sales.		Open.	High.	Low.	Last.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

CHICAGO STOCKS.

Sales.		Open.	High.	Low.	Last.
[illegible]	Chic Pneu Tool	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

BONDS.

Sales.		Open.	High.	Low.	Last.
[illegible]	Chic Rys 5s	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

PITTSBURGH STOCKS.

Sales.		Open.	High.	Low.	Last.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

DAILY IMPORTS AND EXPORTS.

Daily imports and exports of general merchandise at the Port of New York were:

	Imports.	Exports.
Tuesday, July 6	[illegible]	$4,627,893
Saturday, July 3	[illegible]	4,965,717
Friday, July 2	[illegible]	4,876,268
[illegible]	[illegible]	[illegible]

PUBLIC UTILITY NOTES

General News and Earnings of Various Corporations.

The Engineering Securities Corporation has purchased an issue of $575,000 first mortgage sinking fund 6 per cent bonds of the Southern Utilities Company, dated April 1, 1913, due 1933, which are offered for subscription at 98 and interest. The company has an authorized amount of $20,000,000 first mortgage 6 per cent bonds, of which $1,500,000 are in the hands of the public, in addition to $1,510,000 7 per cent cumulative preferred stock outstanding and $2,570,100 common stock. A comparison of earnings for the year ended May 31, 1915, with the preceding year shows an increase of $82,083 in gross operating revenues, which amounted to $1,076,428. Net income after expenses and taxes was $245,090, a gain of $54,574, and the surplus available for preferred stock dividends was $167,315.

Aurora, Elgin & Chicago.

Gross operating income of the Aurora, Elgin & Chicago Railroad Company for May declined more than $21,000 compared with the same month in 1914, total earnings amounting to $165,033. This loss in gross, however, was not all carried to net, the decrease in net income after operating charges, which were reduced from $115,732 to $114,124, amounting to $10,107. The balance after interest charges and taxes was $11,231, as against $21,412 a year ago. Reserves for depreciation and amortization totalled $4,751, leaving a surplus balance of $6,659, a decrease of $14,387. For the eleven month period ended with May the company reports a gross income of $1,818,854, a loss of $101,670 from the corresponding period in the preceding year, and net earnings decreased $57,722, to $643,367.

Nashville Railway and Light.

The Nashville Railway and Light Company, controlled by the Tennessee Railway, Light and Power Company, reports gross operating revenues amounting to $175,513 for May, a decrease of $16,631, while net income after expenses and taxes was $68,411, compared with $79,326 in the same month a year ago. Gross income for the twelve months ended May 31, which totalled $2,199,969, was $36,673 less than was earned in the preceding year, though net earnings after taxes of $910,708 showed an increase of $79,253, and surplus earnings after interest charges increased $70,904, to $418,679. The balance after dividends on the preferred shares was $293,679.

DETROIT GETS CAR LINES

Traction Company Agrees to Sell Out to the City.

Detroit, July 6.—Officers of the Detroit United Railway, which operates the street railway system of Detroit, have agreed to sell the city lines of the company to sell to the city.

The terms of sale provide for a vote of the people on the question and the price to be paid by the city to be fixed by the Circuit Court sitting in chancery.